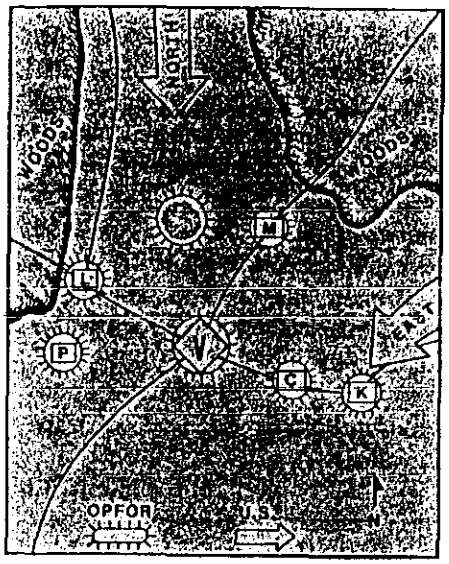

has during the tactical field exercises. By acting as company and battalion commanders, the lieutenants are better able to understand how they, as platoon leaders, will fit into the "bigger picture" and how they will be able to use a commander's intent to guide their own planning process. They learn the importance of knowing the enemy and anticipating events with a limited amount of intelligence information. They seek creative ways of accomplishing the mission while learning the difference between risk and gamble. But the remark heard most often is that they are learning while being challenged and having fun.

Most of the lieutenants keep their tactical problems, and take them to their units. There the problems can easily be used to reinforce and expand upon what the IOBC program covered. With a small investment in time and effort, a unit could develop many additional problems to use in its professional development classes for both officers and NCOs.

Obviously, these problems are not substitutes for leading a platoon during Reserve Component annual training, in a hot MILES battle at the National Training Center, or in actual combat. But along with a good study program in military history (plus MQS II), this program will give lieutenants added experience in judgment and planning, along with confidence in their own ability to make decisions and write orders.

Captain Stephen A. Johnson served as an IOBC platoon trainer for two years. He is now S-4, 3d Battalion (OCS), 11th Infantry at Fort Benning. He is a 1981 ROTC graduate of the University of Oklahoma.

TOW HMMWV Position

CAPTAIN MARTIN N. STANTON

All non-mechanized infantry units in the U.S. Army are now equipped with the HMMWV (high mobility multipurpose wheeled vehicle) TOW carrier in their TOW platoons and companies. This vehicle is a departure from the previous equipment of the non-mechanized TOW squads in that the squad now travels in one vehicle instead of two (TOW jeep and missile carrier jeep) and the TOW HMMWV has some Kevlar protection from shrapnel. It is the latter characteristic that offers several possibilities for the employment of this vehicle that were formerly not available to non-mechanized TOW squads.

Previously, with the M151 TOW jeep the TOW squad was faced with two options--shoot and scoot (that is, fire and displace) or dismount the system from the carrier and build a fighting position that would protect the squad from indirect fire. The problem was that if the squad remained mounted it was vulnerable to all forms of direct and indirect fires. (Literally the only way to survive was not to be where the enemy was shooting.) If the squad did dismount and dig a fighting position, it usually stuck up above ground so far that it was an obvious target for direct fire, and this negated whatever protection against shrapnel it may have offered.

The TOW HMMWV, with its Kevlar top and run-flat tires, is somewhat better protected from indirect fire than the M151, but the personnel and the TOW system of the TOW HMMWV squad are still vulnerable to indirect fire. The vehicle itself still needs additional protection to improve the crew's artillery survivability, but it does give the crew members an option they did not have with the M151--they can dig the entire vehicle in so that the TOW system can engage targets without any other part of the vehicle being exposed.

Digging a TOW HMMWV fighting position requires slightly less effort than digging in an M113. That is, it is as wide (a dozer blade width) but not quite as deep. The basic position must allow for missile clearance when the TOW is launched (Figure 1). Observation of sector is conducted from the vehicle itself. (If constructed to standard, this position still

has the two-foot-high silhouette of the gunner and the TOW system itself, which must be camouflaged with vegetation or blinds.)

Another possibility is a split-level fighting position that has a complete hide position and a ramp that allows the TOW HMMWV to move up to the firing position (Figure 2). This type of position requires a place for a dismounted observer to observe the squad sector while the vehicle is in the hide position. It also must have a vehicle stop stake to ensure that the driver stops in the exact position from which the range card data was drawn. This stake should have a small amount of illumination on it so the driver can see it at night. (This can be white paint, luminous tape, or a small chemlite.)

Obviously, this is a more complex position. Its advantage is increased artillery protection for the system because of the deeper hide position. Its disadvantages are an inability to track or scan the sector with the system while the vehicle is in the hide position. In addition, if it is to be successful, a squad must rehearse driving the vehicle up to the firing ramp, acquiring the target, and engaging it.

OVERCOME

The disadvantages can be overcome through such basic steps as positioning an observer in the daytime and moving the vehicle up to the firing ramp at night in order to observe through the nightsight.

Other considerations for a TOW HMMWV fighting position include the field expedient hardening of the vehicle to protect it against shrapnel. This can be done by placing sandbags on top of the vehicle's most vulnerable points—engine compartment, troop compartment, and hoods. Armor plate and skirting salvaged from derelict armored vehicles can also be used, and all windows should be removed from the vehicle to prevent the secondary missile hazard of broken glass. The additional armor is basically intended to prevent or lessen shrapnel damage to the vehicle while it is in the fighting position; it does not matter if it falls off when the vehicle leaves the position.

To make it easier for the gunner to acquire targets in his sector, engineer tape can be laid from the base of the TOW along the roof of the HMMWV to the edge of the vehicle along the TOW's primary direction of

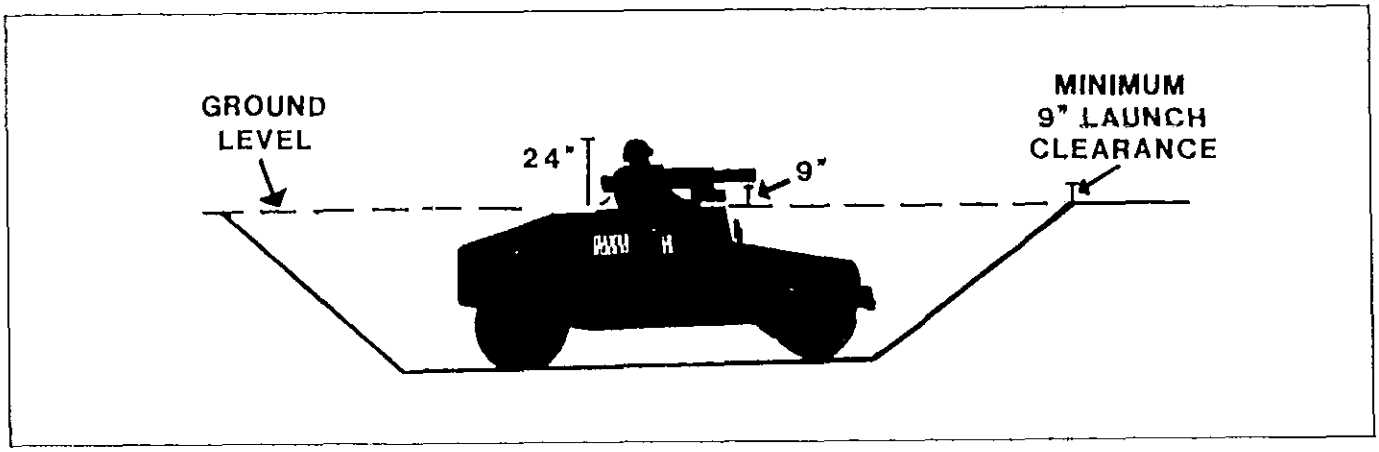

Figure 1. Basic vehicle fighting position.

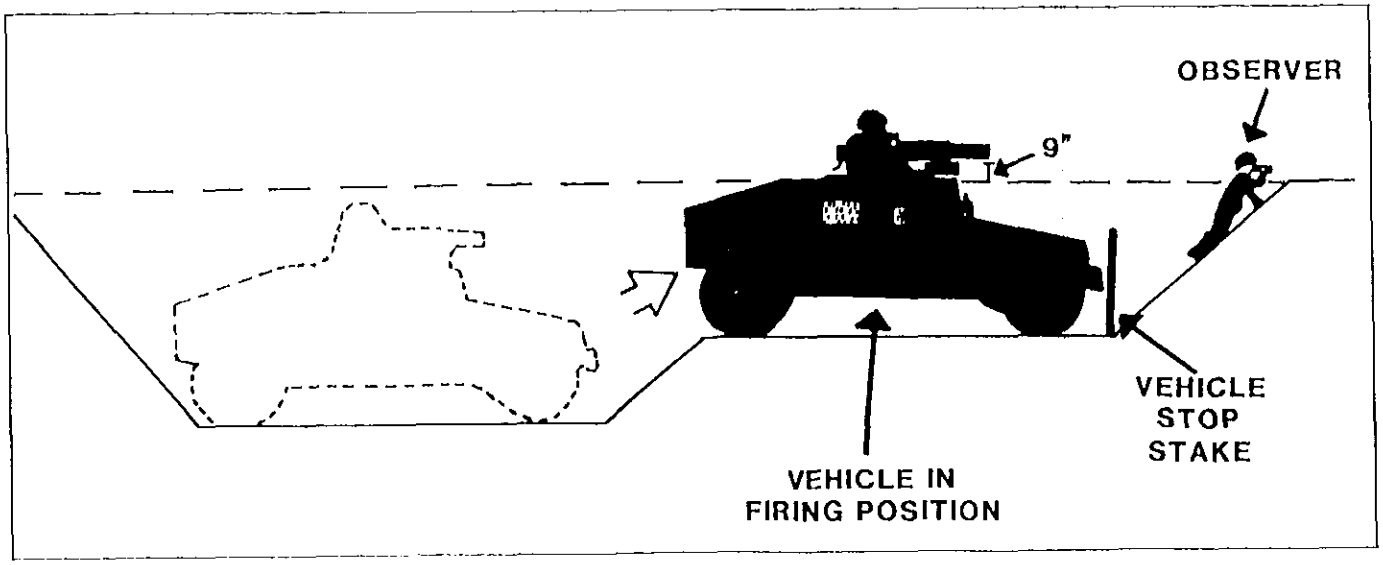

Figure 2. Split level vehicle fighting position.

fire. This allows the gunner to reference his principal direction of fire quickly at night by aligning the tube of the TOW system directly over the white tape.

Another technique is to put out two chemlites in line with the principal direction of fire. This permits the gunner to line the two up in his day sight and be on his principal direction of fire. Of course, the chemlites should be half buried and shielded from enemy observation.

To date, not much has been written about the employment of the TOW HMMWV. It is up to the members of the units equipped with this weapon system to start contributing to the body of knowledge on it. This is one suggestion, one technique. Let's hear some others.

Captain Martin N. Stanton, an Infantry officer, is S-3 of the light infantry observer-controller team at the National Training Center. He previously led rifle and TOW platoons in Korea and commanded the combat support company, 2d Battalion, 2d Infantry at Fort Lewis. He is a 1978 graduate of Florida Institute of Technology.

SWAP SHOP

The little pouch that holds the lensatic compass is secured to your LC-1 suspenders by only one ALICE clip, so it tends to flop around and get stuck on twigs and bushes. You can add elastic bands to the pouch to secure it, but the bands close up when the compass is removed, making it hard to return the compass after use. In addition, the pouch cannot be worn on the suspenders when they are worn under the PASGT (personnel armor system ground troops) flak jacket.

Like binoculars, a compass is an item that has to be ready when it is needed and easily tucked out of the way when it is not. It cannot be left dangling around your neck or tied to the pocket of your camouflage jacket. But it cannot be stashed in your butt pack either, because you need it too often. The truth is that the little compass pouch does not belong on the LC-1 suspenders (or on the cartridge belt, either).

This problem can be solved by attaching the lensatic compass to one of the hand grenade pockets on the side of the M16 magazine pouch. This way, it will be ready for immediate use and then can be tucked away in a secure place.

To connect it, open one of the grenade straps on the pouch. Then take your compass lanyard and run it through the center of the grenade pouch (Figure 1). Grab the end of the lanyard and open it so the compass can be run through it (Figure 2). Pull the lanyard tight. Now the compass is secured to the pouch flap. At this point, simply wrap the lanyard around the closed compass and place it snugly inside the grenade pouch. Then close the retaining strap over it for extra protection (Figure 3).

Carrying it on the magazine pouch, you can even stop and kneel to orient your map and compass or to do other map and compass work without having to remove it. If you wear it around your neck, you have to take it off or disconnect it from your pocket to do this.

Some may argue that you will lose one hand grenade, but how many times do you carry four grenades anyway? Since a hand grenade is a one-way item, you can keep a fourth one in your flak jacket pocket, or in another uniform pocket.

Although the M16 magazine pouch is more open than the compass pouch, the compass is encased in a solid body and a little dirt won't kill it. It will be protected far better in the magazine grenade pouch than in the compass pouch worn on the shoulder straps where it is exposed to snagging and potential destruction.

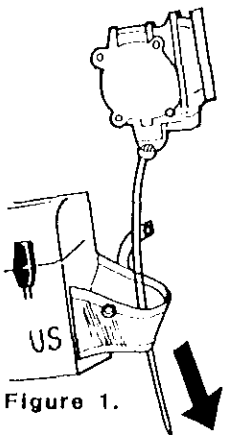

Figure 1.

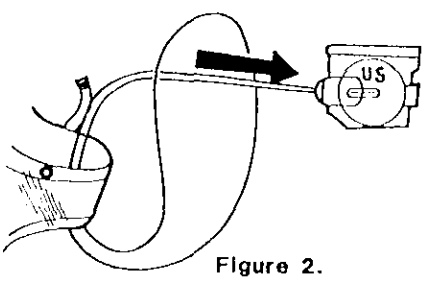

Figure 2.

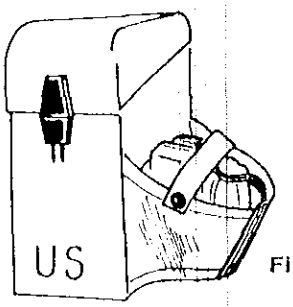

Figure 3.

(Submitted by Mike Sparks, U.S. Marine Corps Reserve, Forest, Virginia.)